

**WESTMINSTER TRAFFIC COMMISSION
MINUTES OF REGULAR MEETING
August 26, 2008**

CALL TO ORDER

A regular meeting of the Westminster Traffic Commission was called to order by Chairman Tracy on Tuesday, August 26, 2008, at 5:37 p.m. at the City Council Chambers, 8200 Westminster Boulevard, Westminster, California.

SALUTE TO FLAG

Commissioner Lopez led the members of the audience in the Salute to the Flag.

ROLL CALL

Commissioners Present: Tracy, Diep, Lopez, Tran, and Hamade (arrived at 5:45pm)

Commissioners Absent: None

STAFF PRESENT

Adolfo Ozaeta, Associate Civil Engineer; Lt. Al Panella, Westminster Police Department; Veronica Johnson, Secretary

**APPROVAL OF
MINUTES**

The minutes of the Traffic Commission's regular meeting of July 29, 2008 were approved (3-0-1) with Commissioner Tran abstaining and Commissioner Hamade being absent.

**ITEMS TO BE
CONSIDERED**

The first item to be considered at this evening's meeting was T.C. 76-154, a request to install parking restrictions on the west side of Brookhurst Street, south of Bishop Place.

**T.C. 76-154
Brookhurst and Bishop**

Mr. Ozaeta reminded the Commission that in March 2008, staff received a written request from Mr. Can Tang, 15355 Brookhurst Street. Mr. Tang was concerned with sight visibility issues as people exit the driveway at Seafood World. A five-second corner sight distance analysis was done and it was determined that parking restrictions were needed to the north and south of their driveway.

At the Traffic Commission meeting of May 27, 2008, Ms. Warne expressed her concerns regarding the driveways at her property which is adjacent to Seafood World. At the time, the Commission asked Ms. Warne to wait until the approved parking restrictions were installed to see if the issue was resolved. In July 2008, after the parking restrictions were installed, Ms. Warne contacted staff to request that staff consider installing parking restrictions all the way to the

intersection at Bishop Place. Staff did an onsite parking analysis and feels comfortable recommending parking restrictions from her driveway to the corner.

STAFF'S RECOMMENDATION

Staff's recommendation was to approve the installation of parking restrictions for enhanced visibility, a total of 95 feet of parking restrictions between the two driveways as well as 11 feet between driveway one and two, and an additional 72 feet to the end curb return at the intersection of Bishop and Brookhurst. Local businesses and residences were notified of tonight's meeting. A phone call was received from a resident, who resides on the east side of Brookhurst Street and would like for the City to maintain the existing on street parking. Staff reassured the resident that the subject parking restrictions were only on the west side.

Chairman Tracy opened this item up for discussion.

Commissioner Hamade arrived.

Miriam Warne, 10200 Bolsa, spoke on the subject parking restrictions. Ms. Warne stated her concerns with the large commercial vehicles that park on the street and limit visibility when exiting the driveway.

Mr. Ozaeta clarified for Vice Chairman Diep that the proposed parking restrictions would extend to the end curb return at Bishop Place, but the curb itself would not be painted red. Lt. Panella further explained that vehicles parked along the area at the intersection usually have one or both tires more than 18 inches from the curb line which is a violation. The Police Department would issue these citations.

Motion

Vice Chairman Diep moved to approve staff's recommendation to install parking restrictions on the west side of Brookhurst Street, south of Bishop Place; seconded by Commissioner Hamade.

Vote

The motion carried by a 5-0 vote.

The second item to be considered at this evening's meeting was T.C. 75-106, a request for traffic calming measures at Hazard Avenue and Monroe Lane.

T.C. 75-106

Hazard and Monroe Lane

Mr. Ozaeta explained that a written request was received from Ms. Cheryl Williams, 14422 Monroe Lane, to install traffic calming measures in her neighborhood. Ms. Williams

was concerned with the speeding and cut-through traffic in her community.

Using Exhibit A, Mr. Ozaeta showed the subject area. Mr. Ozaeta explained that there is a middle school located to the north on Newland and there is a signalized intersection at Hazard and Newland that is operated by the County of Orange. Recently, staff convinced the County of Orange of the need for protected left turn phasing at this intersection. Another signal improvement was done at Newland and Oasis. The school is pleased with the safe crossing of school children at Newland and Oasis.

Mr. Ozaeta explained that as a part of the study, staff looked at all the traffic control devices currently in place within the community. Using Exhibit A, Mr. Ozaeta pointed out the various traffic control devices in the community. Staff surveyed accident data in the area and there have been no accidents since 2005. Mr. Ozaeta reminded the Commission that the data comes from the Police Department and not all accidents are reported to the Police Department.

Staff received a request in 2007 to investigate the speeding concerns in the community. Staff worked with the Traffic Bureau which assigned officers to work the area during peak hours. No citations were issued at that time.

Staff then received a request from Ms. Cheryl Williams for a traffic calming measure for the community to address the speeding and cut-through traffic. Mr. Ozaeta explained that traffic calming measures should only be installed for cut-through traffic which is a significant amount of traffic that is abandoning the major and secondary highways and making their way onto residential roads. In addition, the roads need to be operating over capacity. According to staff's observations, these roads are not operating over capacity.

Mr. Ozaeta explained that engineering staff was posted at each end of the community and conducted a license plate vehicle identification survey. It was not determined that vehicles were cutting through the community. There were vehicles that were parking in the area, waiting for their children, and then proceeding out. These are characteristics typical of public roadways throughout the City and throughout the state of California.

Ms. Williams had requested a possible half-closure at the intersection of Middletown and Newland. Ms. Williams stated

that there was congestion due to parked vehicles that are picking up their children as well as ice cream vendors. The half-closure would only allow people to exit and make a right turn. The problem would be that the residents who live on the far end of the neighborhood would then have to drive around to the only other entrance to the neighborhood which would create more traffic on that side of the neighborhood. Traffic calming measures tend create a more aggressive driver in the area.

STAFF'S RECOMMENDATION

Staff's recommendation was to deny the request for traffic calming measures in the subject community due to the fact that it is unwarranted based on the State's practice and does not exist in the City.

Chairman Tracy opened this item up for discussion.

Mike Petersitzke, 14371 Middletown Lane, spoke in favor of the traffic calming measures. Mr. Petersitzke wants the speed on Middletown decreased. Mr. Petersitzke states that the traffic, along with the speed, through the neighborhood has increased. Accidents have occurred though they are not reported to the Police Department. Mr. Petersitzke stated the streets are very narrow and drivers cut the corner often. The congestion during school hours is so bad that he cannot turn into his neighborhood. Mr. Petersitzke invited staff, the Commission, and the Police Department to come to his neighborhood to observe the speed and traffic.

Chairman Tracy asked whether the issue is a result of drivers cutting through the neighborhood or the way the neighborhood is changing and more people who live in the neighborhood. Mr. Petersitzke responded that it was the drivers cutting through the neighborhood.

Vice Chairman Diep asked Mr. Petersitzke what time would be beneficial for a Police Officer to be in the area. Mr. Petersitzke responded that the evening hours are when the traffic and speed increases, 4:30 pm to 7:00 pm.

In response to Commissioner Hamade's question, Mr. Petersitzke said that it is the speeding and the increasing amount of people in the neighborhood that contribute to the issue. Commissioner Lopez wanted clarification on whether the congestion was during school hours or after 5pm. Mr. Petersitzke stated it was both.

The following residents also spoke in favor of the traffic calming measures:

Thanh Nguyen, 14401 Middletown, stated her concern for the safety of the children playing in the area because of the speed of the traffic. Ms. Nguyen believed that it was not residents of the neighborhood but rather cut-through traffic. Ms. Nguyen stated that "Children at Play" signs may slow the traffic.

Bert Bream, 14432 Monroe Lane, stated his concern was not the speed but the running of the stop sign located near his home. Mr. Bream stated that when an officer was stationed in the area, people did obey the stop sign. Mr. Bream also mentioned his concern about the amount of trash deposited near his home because of the people driving by. Mr. Bream offered the following solutions: right turn only exiting Middletown, bots dots leading to the stop sign, or additional signage.

Cheryl Williams, 14422 Monroe Lane, stated that the neighborhood was once a closed neighborhood. Ms. Williams mentioned that the issue was people speeding through the neighborhood. The concern was Newland through Middletown. Ms. Williams suggested the half closure as a solution.

Commissioner Lopez questioned why drivers would want to cut-through the neighborhood. Ms. Williams responded that people do not want to wait for the lights on Beach and Westminster. In response to Commissioner Lopez's question about the age of the drivers cutting through, Ms. Williams stated they were all ages. Ms. Williams mentioned that another issue was the parents picking up their school children contributing to the congestion. Along with the traffic and speed, there is more crime and more undesirables in the area because of the increased traffic through the neighborhood.

Duke Low, 14391 Middletown, wanted to state his support for the rest of community. Mr. Low stated that the school and parents contribute to some of the cut-through traffic.

In response to Chairman Tracy's question, Mr. Ozaeta answered that the streets were standard width. Mr. Ozaeta suggested that restriping or signing is something that could be done in the neighborhood. Staff tries to limit the amount

of signage and red curb in residential neighborhoods because residents do not want it in front of their homes.

In response to Commissioner Hamade's suggestion of beacons in the neighborhood, Mr. Ozaeta stated that they are not installed in residential neighborhoods and residents would not want it in the neighborhood. Mr. Ozaeta suggested red curb at the entrance of the neighborhood if the curve is difficult to navigate. Responding to the residents' suggestions and comments, the bots dots will contribute noise to the neighborhood, signs will have to be placed in front of someone's home at the discretion of the engineering staff, and "Children at Play" signs are usually only placed on private streets because they are not standard signs.

Commissioner Lopez suggested an all-way stop at the intersection of Monroe Lane and Middletown. Mr. Ozaeta responded that an engineering study would have to be performed which staff would do if instructed to do so.

Lt. Panella and Mr. Ozaeta offered to go out to the neighborhood to observe the traffic. Lt. Panella suggested having a police presence during the more congested hours. Lt. Panella said that a majority of the time it is the residents that are cited, but the message gets across. If the speed and traffic is contributed to cut-through traffic, addresses can be noted from the citations and it can be investigated what they are doing in the neighborhood. Lt. Panella suggested giving the enforcement effort some time before a motion is made.

Mr. Ozaeta offered that staff could restripe the streets, update the legends, and make sure the signs are accurate. Lt. Panella mentioned that speed bumps often created more problems such as cars speeding over the bumps which places the vehicle out of control and causes accidents. The braking and stopping for the bumps also contribute to the noise in the neighborhood.

MOTION

Motion was made by Commissioner Lopez to revisit the item 90 days; seconded by Commissioner Hamade.

VOTE

The motion carried by a 5-0 vote.

NEW BUSINESS

There were no "New Business" items presented to the Commission at tonight's meeting.

OLD BUSINESS

There were no "Old Business" items presented to the Commission at tonight's meeting.

**INFORMATION
AND REPORTS**

There were no "Information and Reports" items presented to the Commission at tonight's meeting.

**ORAL
COMMUNICATIONS**

There were no "Oral Communications" items presented to the Commission at tonight's meeting.

**WRITTEN
COMMUNICATIONS**

There were no "Written Communications" items presented to the Commission at tonight's meeting.

**ITEMS COMMISSIONERS/
STAFF MAY WISH TO
DISCUSS**

Mr. Ozaeta gave an update on the construction of Goldenwest, Magnolia, and Trask, and an update on the traffic signal improvement project.

ADJOURNMENT

There being no further business to come before the Commission at this time, the meeting was adjourned at 7:07 p.m.

Respectfully Submitted,

Marwan Youssef
Public Works Director/City Engineer

By: Veronica Johnson
Secretary